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Hongkong Daily Press.

ESTABLISHED 1857.

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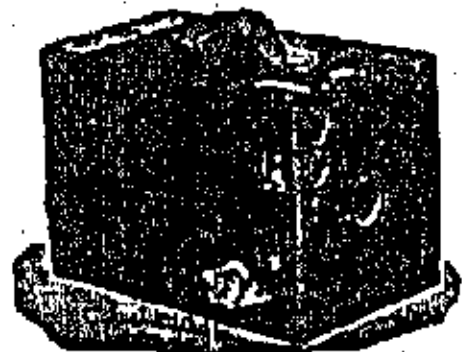
THE MANAGER.

Hongkong, 7th October, 1904.

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Hongkong, 3rd March, 1905.

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Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
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Tables D'Hotel at separate tables.

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Hydraulic Elevator, hot and cold water
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Special Rates for Tourists.
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HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
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colony of Macao.

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One steamer (s.s. *Hongkong*), daily to and
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AND

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A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
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WM. FARMER,

Proprietor.

[a585]

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No. 1, QUEEN'S ROAD EAST,
Hongkong, 17th January, 1905.

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OF THE FINEST QUALITY

SPECIALLY SELECTED & IMPORTED

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	1 doz. Qts.	2 doz. Pks.
ST. ESTEPHE, (Red Capsule)	\$8.00	\$9.00
ST. JULIEN, (Red Capsule)	10.00	11.00
LA ROSE, (Red Capsule)	13.50	14.50
CHATEAU HAUT BRETON LARRIVET... ..	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET CANET	28.00	—
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Great Britain, India, and elsewhere, with a view to adopting such as would "offer no impediment to the attraction of foreign capital," and promote at the same time the interests of Chinese subjects. The only sets of mining regulations published during the two years following that treaty are distinctly discouraging to the chances of foreign enterprise in this direction. They provide that Chinese must retain a controlling interest in any company formed, and licences are issued for only thirty years, applicable to areas of not more than ten square miles, while the royalty of five per cent. on all coal extracted is almost prohibitive to those contemplating the development of a new mine which may, or may not, prove to be a profitable one. Mr. BRENNAN has already confirmed our impression that the Chinese official regard for the welfare of the people is a negligible quantity; and while the promised revised regulations are still to come, it is small wonder if prospective enterprisers estimate them on the basis of those already quoted, and refuse to invest either capital or labour under such shadowy conditions and unpromising auguries. Meanwhile, while this obstructive spirit at headquarters continues, the Chinese provincial authorities are continuing a course of action which must inevitably embarrass all future movements to make China more prosperous. Actuated as much by political as financial ambition, various commissioners are reported to have obtained exclusive mining rights over huge areas which they will never be able adequately to develop. These huge slices, embracing both fat and lean mining land, if their grant be confirmed, will not be developed in the way that China herself, if wise, would wish them, while their non-availability would be a further discouragement to the bona-fide enterprisers who may confidently be expected to come forward whenever the terms of the new commercial treaty are honestly fulfilled. Mr. BRENNAN suggests that the attention of the Chinese Government should be at once drawn to the proceedings of the provincial governors; and while it may do no good, some such action is certainly desirable on the part of the British representative at Peking.

The British cruiser *Amphitrite* left for Hong yesterday.

Yesterday one plague fatality was recorded, a case imported from Canton.

Mr. James Riches, Consul-General in London for Siam, is dead, aged fifty-eight.

M. Beau, the Governor-General of Indo-China, is leaving for home about the middle of April.

Admiral von Tirpitz denies that the German Government ever thought of converting Kiao-chau into a "Port Arthur."

The United States flag ship *Wisconsin* arrived here yesterday from Manila, accompanied by five torpedo-boats and a transport.

A German, Herr Basse, has been appointed Director of the Kiangnan Arsenal. In the Far East, says the *Globe*, Basse is considered no small beer.

The Committee of the S.P.C.K. has recommended a grant of £30 towards the cost of Dr. Asplund's passage out to Peking, whither he goes as a medical missionary.

Such a lot of it is used here that some interest must be felt locally in the announcement that Nestle's and the Anglo-Swiss companies have condensed themselves—annalised by the proper word—with a joint capital of £1,600,000.

Mr. John Johnstone Jardine Kewick, of Dormont House, Lockerbie, Dumfriesshire, a director of the Bengal Iron and Steel Company (Limited), the Bengal United Tea Company (Limited), and other concerns, left estate valued at £165,753 gross.

If demand be any criterion of popularity, the following statistics of British consumption of tea are conclusive:

Year	Brit. grown	China Tea	Price per lb.
1883	59,000,000	111,700,000	14 5d.
1903	229,272,000	26,092,000	7 6 7d.

A fire broke out yesterday afternoon in a brass and iron shop, No. 113, Wing Lok Street. The brigade turned out under Chief Inspector Baker and extinguished the outbreak before much damage was done. The shop was insured in the London and Lancashire Co. for \$13,000, and in several Chinese Insurance Companies for \$2,000.

Some embarrassment, personal and official, was caused on two days of last month in the lobby of the House of Commons by the delivery of three hundred and seventy tins of tinned food to non-members. The Post Office accommodation was severely taxed, and the recipients when they received their tins did not know what to do with them. Many were reported to the addresses of the receivers. Others are lodged in the lockers of members, and many more remain unclaimed or discarded in the post office, which for the time resembles a tinned food shop.

Last night the Dallas-Bandmann Opera Company gave another performance of "The Girl from Kay's" instead of "The Duchess of Dantzic." The change, we understand, was made in consequence of the indisposition of Mrs. Dallas. Considering the inclemency of the weather, and the counter attraction in an adjoining room, there was a very fair house and the performance was well received.

Sir F. Younghusband is reported to have said:—"It was altogether a mistake to suppose that in Tibet there was to be found a pure and lofty form of Buddhism. Intellectual and spiritual life there was stifled by the rigorous monastic rule. The Tibetans were still, to all intents and purposes, demon-worshippers. Their religion was grotesque, and was the most degraded, not the purest, form of Buddhism."

The Royal Sanitary Institute examinations in practical sanitary science, and for sanitary inspectors will be held in Hongkong on Monday 17th and Tuesday 20th April, 1905, the written portion of each examination on the 17th April, the *Viva Voce* portion of each examination on the 20th April. Application forms must be sent in at least fourteen days before. The forms can be had of Mr. Alfred Carter, Hon. Secretary, 10, Wyndham Street.

The Oxford University Press is about to publish "Cantonese Love Songs" in two volumes, one containing the Chinese text with glossary, and the other a translation by Mr. Cecil Clementi of Hongkong. Mr. Clementi also contributes an introduction in which he explains the origin of the songs and their importance, and gives a short account of their Author. He states that the more fully the sentimentality of the Cantonese is understood, the more clearly will it be seen to tie the temperament even of the coldest business-man, or the most uncouth coolie.

The *Japan Chronicle* says:—"The announcement, wired by Reuter, that Mr. Miller had been appointed United States Consul-General at Yokohama, was, according to the local Press, received with considerable surprise at the northern port. Mr. E. C. Bellows, present Consul-General, stated in reply to inquiries that he knew nothing about the matter, having received no official notification of any change. The American Asiatic Association on the 9th instant despatched to President Roosevelt the following telegram:—Reuter reports that Consul-General Bellows has been superseded. If true, the fact will occasion universal regret here."

Those who are arguing the relative merits of China and Indian Tea are recommended to study the chemical analysis and the proportions of theine (the beneficial property of the herb) and tannin (the deleterious matter) in China tea and its rivals. It is these figures that make so large a proportion of the medical faculty in favour of the China product. Good tea and good China tea must, however, be paid for. You cannot get good bitter beer at the price of harvest swipes, or vintage ports at the price of poor crop years and inferior fruit. Nor can you get delicacy of flavour, which China provides when the public is satisfied with a thick heavy liquid at a cheap rate.

It has been declared by a doctor that there is a danger to be combated even more deadly than the drug or the opium habit—that of the smoking of tea by ladies in secret. The danger is increased by the fact that anyone can procure tea and indulge in the habit without suspicion. We have been told that smoking tea is more dreadful in its effects and more difficult to give up than any other vice in existence. Two years has been the utmost limit of life allowed by an expert to the man or woman who has once become a confirmed smoker. Unfortunately, the pleasures of the habit are not unknown even to schoolboys. In publishing in Hongkong this warning from the chaste columns of the *Globe*, we should like to add a strong injunction against the drinking of tobacco, in secret or otherwise.

A smoking concert was held last night in the old Chamber of Commerce room, City Hall, under the auspices of the Macclesfield Quadrille Club, and was undoubtedly a great success. The room was comfortably filled, and the programme submitted was one of the best of its kind ever given in the Colony. Twenty-eight excellent items were contributed by Messrs. Jenkins and Roberts, D. Bowen, D. Laing, E. Thwaites, G. Burnett, Badcock, W. McGrann, A. R. Evans, E. Rogers, Evans, Terrell, T. Bailey, W. Harris, Wincklesett and the "Funnies," who certainly did not belie their name. It is a pity that such concerts are not of more frequent occurrence. The management is to be heartily congratulated on the success that attended their efforts to supply a really good entertainment.

Notwithstanding the inclement weather of last evening there was a fairly large gathering at the Wellington Barracks theatre to witness the performance staged by the Royal Engineers' Variety Club. Last night was staff night, and amongst those present were H.E. Major-General Villiers Hatton, G. O. C., and Mrs. Hatton, Major Chichester C.S.O., Col. Darling C.R.E., Major Le Breton Simmons, R.E., Major Painter, B.E., and Major Phillips R.G.A. The performance opened with the ingenious sketch "A Happy Pair," in which Mr. A. T. Walslow and Mrs. C. M. Watkins were in perpetual laughter. After this an excellent programme of sentimental and comic songs was gone through and the West Kent's band played several selections. The performance concluded with the comedietta "Change Partners" in which Mr. A. T. Walslow, Mr. D. S. Mann, Miss M. Clarke, Mrs. G. Smith and Mr. E. J. McEneaney deservedly earned great applause.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

NEW REAR ADMIRAL FOR CHINA STATION.

LONDON, 21st March.

Rear-Admiral William Des Vaux Hamilton, Captain of Portsmouth Depot and Fleet Reserve, is appointed to the China Station, in succession to Rear-Admiral Curzon-Howe.

FRANCE AND VENEZUELA.

LONDON, 21st March.

Trouble arising between the Governments of France and Venezuela has become acute, and an ultimatum has been sent to Provisional President Castro. Two French warships are on the way there.

[The bulk of Venezuela's exports are taken by France and America.]

FATAL EXPLOSION IN MASSACHUSETTS.

LONDON, 21st March.

A terrible explosion is reported in the city of Brockton, Massachusetts, by which one hundred persons lost their lives.

The explosion occurred in a shoe factory, the chief industry there being the manufacture of boots and shoes.

[REUTER'S SERVICE.]

U.S. MINISTER TO KOREA.

LONDON, 19th March.

Mr. Edwin Morgan has been appointed United States Minister to Korea.

THE WAR.

[REUTER'S SERVICE.]

ST. PETERSBURG OPINION.

LONDON, 19th March.

The St. Petersburg press is changing tone, and now demanding the prosecution of the war. It praises Kurapatkin's energy and determination in the face of overwhelming difficulties, and approves the appointment of General Linievitch to the chief command.

Reuter's St. Petersburg correspondent wires that negotiations with the bankers for a five per centum internal loan of two hundred million roubles are virtually concluded.

FINALITY OF THE RUSSIAN DEFEAT.

There can no longer be any doubt, says the *Japan Chronicle*, about the completeness of the Russian defeat. Marshal Oyama himself says the Russians are exhausted, and form mere targets for the Japanese pursuing artillery, the slaughter apparently being terrible. In one stretch of country extending several miles from Mukden they "fill the field," and the numbers of the fallen are so large that it is impossible just yet to take count of them. "Carriage" is the only word to apply to the terrible proceedings in the Manchurian plains during the past few days. Thousands must have fallen in a wild retreat; thousands have probably sunk to earth from exhaustion under the frightful strain and privations.

THE MERCHANDISE MARKS ACT.

"MADE IN GERMANY" CONDEMNED.

The Birmingham Chamber of Commerce, at a recent sitting, considered the Bill brought into the House of Commons for the amendment of the Merchandise Marks Act by Sir Howard Vincent, M.P., the object of which is to substitute the word "imported" for the name of the country of origin. The Chamber decided that, instead of "imported" the word "foreign" should be used in the case of foreign goods, and "colonial" for goods coming from the colonies. Sir Howard Vincent's attention having been called to the matter, he informed one of our representatives that he welcomed the decision of the Birmingham Chamber of Commerce to support his "sixteen-year-old proposal to amend the 16th Section of the Merchandise Marks Act by getting rid of 'made in Germany'."

"The Chancellor of the Exchequer," writes Sir Howard, "has declared that he does not differ as to the desirability of a change in the law. But it must be done by statute on the initiative of the Board of Trade."

"How much longer are we to wait? I have introduced the Bill year after year. But the bill has been unkind. Now the Chamber of Commerce of Birmingham comes forward to help. It has invited all the local members to back the Bill and ballot to get a place. Mr. Evelyn Cecil and Mr. Middlemore have consented. I hope others may do so too. Will any hon. members from other localities join? It will be a great help."

"We have endured 'made in Germany' too long. Anything which is disadvantageous to British trade and labour is beloved of the Radical United Empire Trade League."

The Mogul Line str. *Atholl*, from Glasgow and Liverpool, left Singapore yesterday for this port.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held in the Board Room on March 21st. Dr. F. Clark (President) presided, and there were also present Hon. Mr. A. W. Brown, Col. W. E. Webb, R.A.M.C., Mr. A. Rumjahn, Mr. Fung Wa Chiu, Mr. Lau Chu Pak, Dr. H. Macfarlane, Dr. F. Grimes, Dr. Pearce, and Mr. T. A. Hamner (Secretary).

The minutes of the previous meeting were confirmed.

RE CEMETERY BYE-LAWS.

The Registrar General sent in the following minute:—"I beg to invite the attention of the Board to the Cemetery Bye-laws (p. 93 of Ord. 1 of 1903) and to suggest the amendment of Bye-laws A 4 and 7 and B 14 and 16. The bye-laws provide for the digging of graves to a depth of seven feet, and for the covering of the surface with chunnam among other substances. The first provision causes unnecessary labour and expense in digging the grave, and is directly opposed to the teachings of sanitary science. The second provision is also unsanitary as the chunnam forms an impervious covering. The bye-laws should in my opinion be amended by changing seven into five and by leaving out the word chunnam. The undertaker's licence, a copy of which I attach, should be similarly altered by changing 'not less than six English feet' into 'not less than three English feet.'"

Dr. Clark intimated—I am not disposed to recommend the Board to amend the Cemetery Bye-laws on the lines indicated by the Hon. Registrar General. It must be borne in mind that cemetery bye-laws are framed primarily to preserve the purity of the atmosphere and not necessarily to secure the most speedy decomposition of the dead body. The burial of corpses close to the surface invariably leads to the contamination of the atmosphere by the gaseous and other products of decomposition, and this is especially liable to occur in cemeteries such as we have in this Colony—built on the side of a hill, so that a heavy rain storm may at any time remove the layer of the surface soil, especially in recently filled graves, and expose the coffins if they are not buried at an adequate depth. Moreover, it is well known that the germs of not a few diseases, such as for instance as plague and typhoid fever, can live in the surface soil, and although the Government Bacteriologist has stated in his report on plague that plague bacilli have not yet been found in earth surrounding coffins containing plague corpses, yet this is hardly conclusive evidence in the present state of our knowledge concerning this disease, and although all recognised deaths from plague are interred in a special cemetery, yet it cannot be denied that a considerable percentage of unrecognised cases is interred in the general cemeteries. The model Bye-laws of the Local Government Board of England require every portion of the coffin containing an adult body to be not less than four feet below the surface of the surrounding ground, and allowing for the extra depth of a Chinese coffin, and allowing a margin of error in the measurement made by the Chinese sexton, there is not much difference between our bye-laws and the regulations in force at home. The undertaker's licence might be altered from six English feet to five English feet, as an allowance of one foot only, for the extreme depth of a Chinese coffin is considerably below the average. With regard to the question of chunnam, the bye-law specifies "turf or chunnam or other material approved by the Board" and as chunnam is hardly ever used now-a-days for this purpose, except for the repair of those large Chinese graves which are no longer allowed in the cemeteries owing to the exigencies of space, it is hardly worth while to amend a bye-law in this respect, especially as, with the exception of the Tung Wah Hospital Cemetery at Kai Lung Wan and one or two other very small cemeteries (e.g. the Eurasian and Chinese Protestant) this work is done by officers of the Sanitary Department at the cost of the Government, and turf is invariably used for the purpose.

Mr. Rumjahn intimated—The depth must be at least five feet as suggested by the M. O. H.

Mr. Lau Chu Pak intimated—It appears that no one is sure what depth is necessary. I think four feet is quite sufficient, and if the grave is turfed there is no fear of the loose soil being washed away.

Dr. Atkinson intimated—I agree with the M.O.H. that it is not advisable to alter the bye-laws. Burying in terraces as we do here seems to require a depth of seven feet. Although the aim of earth burial is to facilitate the ultimate reduction of the body into its component elements, the bacteria which affect the soil are increased in the deeper layers of the soil, at least some bacteriologists say so. I think all graves should be covered with turf. Graves are not turfed as a rule until a year after interment, to allow soil to settle down.

The REGISTRAR GENERAL moved that the bye-law in question, Rule 14, should read that the depth of ground be reduced from seven to five feet.

Mr. LAU CHU PAK seconded.

Dr. PEARSE said—The object of earth burial of the dead is to promote speedy decomposition and disintegration in such a manner as to cause no danger to the living. This is best accomplished by burial in the upper layers of the soil. The depth at which it is necessary to bury is conditioned by (1) the possibility of remains being detected by animals and dug up (2) the necessity for the sufficiency of soil above the body to absorb evil smelling gases and to avoid accidental uncovering. These conditions will be met by having a uniform depth of two feet of soil above the coffin and by taking care to prevent storm water from washing away the soil over graves, and further by

turfing the graves promptly after burial. When organic matter is buried in the upper layers of the earth it is attacked by animal and vegetable organisms, the animal world being chiefly represented by the insects and the vegetable world by the bacteria. A body before it is buried has already begun to decompose through the agency of the bacteria it contains, when it is placed in the earth this decomposition is helped by the soil bacteria. It becomes the bacterial food of the living earth. Deep burial retards this process. In place of the speedy disintegration and decomposition, there takes place a slow process of putrefaction with the elimination of more putrid gases than when the body is properly but less deeply buried. If a body be buried deeply enough to prevent dogs detecting it by their sense of smell, the question of contamination of the air by gas rising through the soil may be dismissed. Contamination of ground water is far more likely to occur as a consequence of deep burial than of shallow burial, inasmuch as in the former case the filtering power of the living earth in the upper layers is dispensed with. With regard to the burial of bodies dead from infectious diseases, while it is impossible to make a definite statement founded on scientific evidence to the effect that it is quite impossible for the air of a graveyard to contain organisms derived from the buried bodies, yet on the other hand there is absolutely no scientific foundation for such a belief. Specific organisms of disease may possibly be carried from the graves into water courses and this is far more possible with deep than with shallow burial. Speaking generally, the trend of modern opinion with regard to the persistence of specific disease organisms in the soil, is that the more they are brought into contact with the naturally occurring saprophytic organisms of the soil, the more rapidly will they die out.

This holds good for plague, typhoid and cholera. It is true that certain experimenters have kept the typhoid bacillus alive in soil for long periods—e.g. over a year. It does not follow however that typhoid bacilli in a dead body can survive for any length of time in a properly made grave. Dr. Robertson in 1898 found by experiment that the bacillus typhosus quickly died in the soil of grass covered areas. Dr. Sydney Martin 1898-1901, found that in sterilised soils he could cultivate the bacillus and keep it alive for over a year. This kind of soil does not occur in nature. He also found that if the bacillus is added to natural uncalculated soils it ceases to exist within 24 hours. If the bacillus be assumed to persist in a grave it is less dangerous when shallow than deep, as the deeper it is the more likelihood would there be of the ground water being contaminated. Anthrax and tetanus are somewhat exceptional. Anthrax spores have been stated to have been brought to the surface of graves by worms. This is however doubtful. Further, anthrax organisms are rapidly killed in a body which has not been opened. Tetanus bacilli have been recovered from soil. They require an atmosphere free from oxygen for their growth. Therefore the deeper they are buried the more chance is there of their persistence. I am of the opinion that the best regulations for burial would be as follows:—1. Storm water shall be provided for in cemeteries by properly constructed channels for draining it off the surface and preventing it swamping the cemetery. 2. Every grave shall be dug to a depth of 4 feet throughout. 3. After burial the earth dug from the grave shall be all put back over the coffin forming a mound over the grave. 4. Every grave shall be covered with turf immediately after the grave has been filled in.

The Registrar-General's motion was put to the meeting and carried.

MORTALITY STATISTICS.

The mortality statistics for the week ended the 4th March, death rate per thousand per annum, show the following figures:—British and foreign civil population, 24.9; previous week, 44.9; corresponding week last year, 5.1; Chinese population, 15.0; previous week, 11.6; corresponding week last year, 12.6.

LIMEWASHING RETURN.

The limewashing return for the fortnight ended the 14th March showed that 4,350 houses had been treated in the eastern district and 3,534 in the central district.

RAT RETURN.

The rat return, showing the number of rats caught during the week ending the 18th March is as follows:—City of Victoria, 475 including 19 infected; Kowloon, 263 including 15 infected.

SHIPPING NOTES.

The Min Reef whistling buoy (Foolchow District) will be removed for repair about the end of March, and a smaller buoy painted in a similar manner with "Min" on it, will temporarily take its place.

Notices have been given that the masts, funnel etc. of the steamer *Warkburg* is still on fire in the bay, despite the efforts of the *Ducky O'Neill* and the *Pala*, which vessels were directing several streams of water into the holds for many hours on Sunday. On Sunday night the fire fighters were successful in reaching the seat of the trouble, right in the centre of the cargo, but owing to the fierce heat and the gas fumes they were unable to stay very close to it. The vessel has been grounded and the cargo is now being lightered. Spontaneous combustion is supposed to be the cause of the fire.

SUPREME COURT.

Tuesday, 21st March.

IN CRIMINAL JURISDICTION.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE).

MANSLAUGHTER.

Emanuel Hernandez, a Spanish sailor of the sailing ship *Kina George*, was charged with the manslaughter of Theodore Olsen, a Danish sailor on the same ship. Hon. Mr. E. H. Sharp, K.C. (Attorney-General), instructed by Mr. Morrell (of the Crown solicitor's office), prosecuted. Chief Detective Inspector Hanson acted as German interpreter for some witnesses, and Mr. N. G. Nolan as Spanish interpreter. Prisoner pleaded not guilty and the following jury was empanelled:—Messrs. C. M. G. Burnie (foreman), J. D. Kinnaird, D. E. Clark, W. F. Muir, C. G. Brickner, J. Fisher and T. E. Collings.

The Attorney-General in opening, briefly narrated the facts of the tragedy. On the 14th inst., just a week ago, at six in the evening, the prisoner, the deceased and four other sailors were having their supper in the fore-cabin of the *Kina George*. A short conversation took place between the prisoner and the dead man with regard to the following occurrence which happened that afternoon:—The prisoner had been ordered by the third mate to do some work in the rigging, and he failed to do it. On speaking about this matter at supper it appears that the prisoner boasted that he had used some very violent language to the third mate. The deceased man denied that prisoner had done so, and called him a liar, bastard and other names, and then struck him in the face. Thereupon prisoner rolled over on the bench and the dead man rolled over on top of him. During the struggle prisoner drew his sheath knife and plunged it into the abdomen of the dead man, inflicting an essentially fatal wound.

The prisoner said that the evidence was correct. He did not intend to kill the man. Deceased had been bullying him all the way from Philadelphia.

Prisoner was convicted of manslaughter.

His Lordship in his remarks to the prisoner said:—You did not kill him intentionally, for if the evidence had pointed that way you would have been charged with murder. From the evidence I am satisfied that this young man, about your own age, was a bully, and was bullying you on that occasion. He brought his death upon himself in one sense. That does not justify you for doing that act. You ought to have gone to the Captain and complained. I feel that at the time you did not think about the Captain or anyone else, but in the heat of passion you stuck your knife in him. I always have considerable sympathy with a man struck, especially in the face, but that sympathy does not extend to one who uses a knife. That must be stopped, and you must understand that a knife must not be used except in the gravest circumstances. You are a very young man, only 22, just starting in life. In consideration of your youth I shall only sentence you to three years' hard labour, and let this be a warning to you—under no circumstances use a knife.

HEP LOONG V. WEISMAN, LIMITED.

Mr. Sercombe Smith delivered judgment in the case of the Hep Loong v. Weismann, Limited, on Monday the 20th inst. Mr. P. W. Goldring (of Mr. G. K. H. Bratton's office) appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., instructed by Mr. Almada e Castro, for the defendants.

His Honour said:—This is an action in which the plaintiffs seek to recover from the defendants a sum of \$648, being the price of 10,800 lbs. of biscuits, at 6 cents a lb., sold and delivered to the defendants.

There were two contracts between the parties. The first contract was entered into on the 16th of December 1904 and was for 50,000 lbs. of biscuits at 6 cents a lb. Under this contract 200 tins of biscuits, each tin holding 54 lbs., were packed. Of these 200 tins, 100 tins were delivered to defendants on 28th of December, but were rejected by them as not being up to sample. These 100 tins were taken back by the plaintiffs and kept with the other 100 tins in their bakery. On the evening of the 28th of December a fresh contract was made in the following terms:—

"Hongkong, 28th December, 1904.

WEISMAN, LTD.
I the undersigned promise to supply you with twenty five thousand pounds of good ship biscuits according sample packet in cases supplied by you and to deliver them to the wharf opposite St. George Building at the rate of six (6) cents per pound—

Time of delivery the ninth day of January 1905. Payment to be done by the 12th day of January.

HIP LUNG.

This is a contract of sale of goods both by description and by sample. Two sample packets "Hip Lung" were produced by the defendants, who allege that one sample C was given on the occasion of the first contract and the other sample D on the making of the second contract; whereas the plaintiffs allege that both samples related to the first contract. On this point I have come to the conclusion that sample C was the sample under the first contract and sample D a sample under the second contract. My reasons are that two samples under the first contract were unnecessary, and that, as the second contract was by sample, it is highly improbable that no sample under that contract was taken.

In pursuance of the contract, 200 tins holding 10,800 lbs. were on the 30th of December, packed by Hip Lung's folks in the presence of either Weismann or Peick his assistant, and soldered by tin-smiths engaged by Weismann. Of these 200 tins, 45 tins were delivered on 31st

December and the other 155 tins on 2nd January last. All the tins were shipped for Singapore on the 3rd or 4th of January. On one or other of those dates Weismann ordered the Hip Lung to desist from further performance of their contract. On the 12th of January, demand was made for the price of the biscuits already supplied. Payment was refused. The biscuits, the subject matter of this action, arrived back in Hongkong early this month, March 1905.

The written contract of the 28th of December, being a contract of sale of unascertained goods both by description and by sample, there is, so far as regards the description, an implied condition that the goods shall correspond with the description, and, so far as regards the sample, there are implied conditions that the bulk shall correspond with the sample in quality, that the buyer shall have a reasonable opportunity of comparing the bulk with the sample; and that the goods shall be free from any defect, rendering them unmerchantable, which would not be apparent on reasonable examination of the sample.

The description of the goods is "good ship biscuits." The word "good" is superfluous as a description of the goods, and means no more than that the goods are to be of merchantable quality; nevertheless its insertion has the effect of substituting an express condition of merchantableness for the implied condition that goods shall be of merchantable quality which exists when goods are bought by description from a seller (whether he be the manufacturer or not), who deals in goods of that description. The advantage to the buyer of this express condition is that no examination or inspection of the goods which he himself has made will deprive him from relying on that express condition against all defects which such inspection or examination should have revealed.

An article may be said to be of merchantable quality when it is saleable as a commercial commodity under the description by which it is sold. Because the purchasers from Blackhead and Co. who bought from Weismann and Co. rejected the goods, that is no reason for holding that the goods were not of merchantable quality. There is no evidence why the ultimate consignees rejected the goods. Even if they rejected them because they considered them to be unsaleable such unsaleableness may not have been due to the article not being per se a vendible commercial commodity by its description, but because there was no market at the time for the goods. What I have to consider is, assuming that there was a market for the goods, would the goods sold pass as the commercial commodity known as ship's biscuits? I have no doubt that the goods supplied by the plaintiffs answered to their description as ship's biscuits, and am of opinion, after examining the biscuits as a jury would, that they were of merchantable quality, i.e. saleable under the description by which they were sold.

Next with regard to that portion of the contract which made this sale a sale by sample. In such case, the implied conditions are three (1) that the bulk shall correspond with the sample in quality (2) that the buyer shall have a reasonable opportunity of comparing the bulk with the sample (3) that the goods shall be free from any defect, rendering them unmerchantable, which would not be apparent on reasonable examination of the sample.

The first question then is, did the bulk of the biscuits correspond with the sample in quality? a term which includes the state or condition of the goods at the time of delivery by plaintiffs to defendants. This case has nothing to do with the quality of the goods when they reached Singapore or had lain in Singapore for a month. There was no condition express or implied concerning the quality of the goods at any time other than the time of delivery.

An examination of the rejected goods shows that some of them were mouldy; many of them broken up; and the majority of them not of exactly the same size as the sample by which they were sold. The dissimilarity in size and the fragmentary nature of some of the biscuits need but little consideration. There was no condition either that the biscuits should correspond in size or shape to the size or shape of the sample; or that they should be whole biscuits. There is no evidence that the biscuits were not whole when packed. On the contrary, I should infer that they were whole when packed; it is not likely that either Weismann or Peick, one or other of whom was present during all the time when the biscuits were being packed, would allow broken biscuits to be packed; for there is evidence that both actively prevented unsatisfactory biscuits from being packed. The handling and shaking of the tins with the biscuits inside would moreover be quite enough to account for the biscuits becoming broken. Were then the goods mouldy when delivered to the defendants? There is not the least evidence to show that they were. I feel sure that Weismann and Peick would have passed such biscuits at the packing on the 30th of December. I know that there was no stipulation, as a condition of the sale, that the buyer was to examine the goods, and that therefore a voluntary examination by the purchaser at the time of packing would not exempt the vendor from compliance with the implied condition that the bulk and the sample should correspond in quality. Nevertheless, the part taken by those two men at the packing convinces me that it was highly improbable that mouldy biscuits were packed. There certainly was no condition express or implied that the biscuits would not become mouldy within a given time. No vendor would be likely to agree to such a condition, because the treatment of the biscuits in the hands of another party would be beyond his control and might be such as to most effectively produce mouldiness.

There was some evidence that the biscuits which had become mouldy might have been packed before they were thoroughly dry. That was the way in which Captain Douglas accounted for the mould in some of the biscuits. Assume then that some of the biscuits were not properly dried when packed. Does this constitute non-correspondence of the bulk with the sample in quality which includes state or condition? I think that it does, if the sample was in a dry state; the biscuits did not therefore correspond with the state or quality of the sample if they were in a damp state. But the evidence does not satisfy me that any of the biscuits were not properly dried before being packed. The two months which elapsed between the despatch of the biscuits to Singapore and their return to Hongkong, and the chances of bad soldering may adequately account for the present condition of some of the biscuits. On the other hand, Weismann made it clear that the biscuits first delivered in pursuance of the second contract were biscuits which had been baked for him in pursuance of the first contract. This makes it improbable that any of the biscuits delivered were in a damp condition not corresponding to the sample C, assuming that sample to have been dry of which there is no evidence. My conclusion is that the implied condition that the bulk should correspond with the sample in quality was fulfilled. Then, had Weismann a reasonable opportunity afforded him of comparing the bulk with the sample? As a rule the place of delivery is the place for comparing the bulk with the sample. That place was, under this contract, the Star Ferry Wharf by St. George's Building. There is nothing in the contract or in the circumstances to rebut the presumption that the place of delivery was to be the place of inspection. Under the first contract, the place of delivery was the place where inspection took place: the previous conduct of Weismann therefore confirms the presumption. No inspection was as a fact made, though a reasonable opportunity was afforded. Judged in the light of Weismann's previous act in having the tins delivered under the first contract opened on the Praya for inspection, it looks as if he was satisfied by the facilities he and Peick had had to superintend the packing, that the biscuits were up to sample. I hold then that the second implied condition was fulfilled. As regards the third implied condition, arising on a contract of sale by sample, I think that it has been satisfied because there was no defect, so far as is known, in the sample which was not apparent on reasonable examination of the sample so as to render the goods unmerchantable.

Now if I am wrong in my conclusion that the quality of the bulk corresponded with the quality of the sample, I shall have to inquire what was the legal effect of the conduct of Weismann in not availing himself of the reasonable opportunity afforded him of comparing the bulk with the sample, and in pursuance of his contract with them. A buyer is not deemed to have accepted goods delivered to him which he has not previously examined, unless and until he has had a reasonable opportunity of examining them for the purpose of ascertaining whether they are in conformity with the contract. This opportunity to examine is a condition precedent to acceptance, but does not constitute acceptance. The buyer is deemed to have accepted the goods when, inter alia, the goods have been delivered to him and he does any act in relation to them which is inconsistent with the ownership of the seller. The first of these proofs of acceptance in performance of the contract is satisfied because the goods were delivered to the defendants. I think the second proof of acceptance is also satisfied. The delivery of the goods to Blackhead & Co. under an independent contract was an act inconsistent with the ownership of the plaintiffs or sellers. There was no contract between Hip Lung and Blackhead & Co., and Weismann was not entrusted with the goods as Hip Lung's agent or billes to pass them on to Blackhead & Co. Let us look at this matter from the point of view of the property having passed to the buyer. I have said that this contract, in one of its phases, a contract of sale of unascertained goods by description. In such case, when goods of that description are in a deliverable state (i.e. such a state that the buyer would under the contract be bound to take delivery of them) are unconditionally appropriated to the contract, the property in the goods thereupon passes to the buyer; and where, in pursuance of the contract, the seller delivers the goods to the buyer and does not reserve the right of disposal, he is deemed to have unconditionally appropriated the goods to the contract. The defendants then did an act in relation to the goods which was not only inconsistent with the ownership of the sellers, but also entirely consistent with their own property in the goods. I am accordingly of opinion that Weismann and Co. accepted these 200 tins of biscuits. There was an argument addressed to me to the effect that Weismann, having rejected the goods within a reasonable time, could not be held to have accepted the goods. It is enough to point out that I have not based the acceptance on the ground that Weismann failed to reject within a reasonable time. The next question is, what results from the acceptance by the buyers in performance of the contract? This was not a severable contract of sale; and where a contract of sale is not severable and the buyer has accepted the goods, or part thereof, the breach of any condition to be fulfilled by the seller can only be treated as a breach of warranty, and not as a ground for rejecting the goods. So that if there had been any breach of a condition, such breach would not entitle the defendants to reject the goods. But it was argued that though the buyer may not reject the goods, yet he may set up against the seller,

in an action for the price of the goods, a breach of warranty in diminution or extinction of the price. I must therefore inquire whether this remedy for breach of warranty is made good by the defendants.

By the term "breach of warranty" is meant (1) a breach by the seller of a warranty which is a warranty by the terms of the contract (2) a breach of a condition, express or implied, which the buyer has elected, or has been compelled, to treat as a breach of warranty.

Here there has been no breach of a warranty appearing on the face of the contract. Has then the buyer elected or been compelled to treat the breach of condition as a breach of warranty? Assuming, contrary to my opinion, that there has been a breach of condition, which would have entitled the vendee to repudiate the contract at once, I think that, when the vendee in this case accepted the goods, he elected to treat the breach of condition as a breach of warranty and to go on with the contract. I think, too, that his right to set up against the seller the breach of warranty in diminution or extinction of the price continued in force until the seller brought an action for the price. The onus is on the vendee to prove the amount by which he seeks to diminish the price and to prove that the goods are worth all by way of extinction of the price sued for. If he sets up either a reduction or an extinction he must prove the difference between the price contracted for and the real value. He has not made any attempt to prove this. It is not sufficient, in extinction of the price, for the vendee to state that the goods are worth all to him for the purpose for which he bought them. He might have sold the goods by auction. If the goods had fetched say only 25 per cent of the contract price or there had been no bid for the goods, then there might have been some evidence to go to a jury in diminution or extinction of the price for which action was brought. How far lapse of time between the delivery and the return of the goods would have discounted the value of that evidence, I cannot say. There will be judgment for plaintiffs with costs.

PARIS.

[FROM OUR CORRESPONDENT.]

17th February.

FRENCH PRETENDER'S MARRIAGE.

For want of something more startling and interesting the approaching marriage between Princess Clementine, youngest daughter of the King of the Belgians, and the French pretender, Prince Victor Napoleon, is being discussed for all its worth. The coming bride is no stranger to France; whether in Paris or on the Riviera she is ever the object of respect and pity, for she has gone through a world of trouble. Her charming appearance does not prevent her from having beneath her winsome manner, a will of iron—hence her determination to marry Prince Victor at all costs. Circumstances alter cases; a few years ago, when King Leopold and his daughter were on friendly terms, he had built purposely for her at Villefranche a superb domain, where the Princess—who had then elected to remain single—could live in the style befitting her Royal rank, and where as soon as age had put a stop to the perpetual wanderings of her father, he could have gone to that haven of rest, and spent his declining years in company with his daughter Clementine. Since the Princess promised her hand to Prince Victor, and is resolved to marry him against the King's wishes, all is changed, and a definite separation between the two is the result. Had all been well, Princess Clementine was to have been wedded to her cousin, Prince Baudouin, who was killed in a duel; it was in consequence of the intense grief which his death caused her daughter, that her mother the Queen of the Belgians counselled her to enter a convent. Though a good Christian like her sisters, the offer was declined. Princess Clementine preferred to live with her mother at Spa, leading a quiet and joyless existence; this she did, until one day the late Queen, who was a superb equestrienne, administered a severe pomelling to an obstinate animal, when her daughter Clementine interfered and remonstrated. In a moment of nervousness and ill-temper, caused by the intervention of the Princess, the Queen lost command of herself and struck her daughter with her riding-whip full in the face. The same evening, Princess Clementine left Spa, never again to return, save when her mother was sinking.

THE COURTSHIP.

As for the romantic history of the courtship between the Princess and the French pretender, it may be briefly described as follows:—It was while being welcomed everywhere as the Young Queen, and when she did the honours of the Royal fêtes, on her return from Laeken, that notice was first taken of how much more towards Princess Clementine was towards Prince Victor Napoleon, who was a frequent visitor at the Belgian Court. Although the young people were evidently on the best of terms, it was not then considered that their friendship was likely to lead to more intimate relations. Eyes were soon open, and doubts on the subject dispelled, for after consulting a certain ecclesiastical dignitary and taking counsel with her aunt, the Countess of Flanders, Princess Clementine confessed the truth to her father. The interview was an exceedingly short and unhappy one. "Never" said the King. "Never." Finding her father in such a mood, the daughter quickly retired from his presence; they had ceased to be friends. Not long after this, another stormy meeting took place, as King Leopold was walking along, in company with a very handsome woman—a

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(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 27th December, 1904.

great Court favorite—Princess Clementine attended by one of her ladies-in-waiting happened to pass by; on seeing her father she turned away her head. White with passion, His Majesty called his daughter, and asked her to apologise. She refused. Father and daughter next walked away a few paces so as not to be heard, when more hot words were freely exchanged, the Princess leaving him in tears. As soon as she could, she told what had happened to her sweetheart Prince Victor, meanwhile accepting him as her future husband, and vowing that this was her will and desire. The only condition imposed by her was, that he should leave to the Princess the choice of the day, and the means of realising their ambition. The King had his daughter isolated by way of paternal correction in the Laeken Palace, where she received only those visitors whom he permitted to see; her correspondence was stopped, and she became a veritable prisoner. The attempt on the part of her aunt, the Countess of Flanders, to soften the King's heart towards his daughter, met with no success. Three weeks ago, the Princess feeling weak, nervous, and depressed, sought permission from her cruel father to leave her prison. He finally consented, on the advice of Dr. Thiriar, to allow his daughter to go for a time to St. Raphael; it is here, where the conditions of the marriage will be settled. Whether the Emperor of Austria, and the King of Italy succeed or not in obtaining King Leopold's consent to the wedding of his daughter to the French pretender, matters but little. Nothing will turn the Princess aside from her intention to become Prince Victor's wife, the news of which has caused no small sensation throughout France, besides providing society with plenty of gossip.

THE NORTH SEA AFFAIR.

The North Sea Inquiry Commission is drawing to a close. The Russians having completely failed to convince the world of their innocence respecting the Dogger straits have at last climbed down, from their high pedestal, and indulged in a modest mea culpa. The only thing they could possibly do, with the exception of exonerating Admiral Rodzjevsky from blame. The Commissioners have been most impartial throughout the sittings; they have acted the part of gentlemen, and will have deserved well of the world for their conduct. The British Commissioners have done all they could to save Russia from humiliation; and though she has now confessed her faults, they will let her down as softly as possible. Having made all sincere amends for the regrettable affair, the Russian Government cannot do more than indemnify the innocent victims of the fire of its squadron. It will teach other Russian admirals a lesson, and cause them to be more careful in future.

A NEW OPERA.

As anticipated, Massenet's latest production *Cherubin* has turned out a glorious success, much to the delight of the musical world. The play, an opera in three acts by M. M. Francis de Croisset and Henri Cain, with music by Massenet, was produced for the first time a few evenings ago at Monte-Carlo. The enthusiastic reception accorded to *Cherubin* at that occasion entitles it to be described as the "Clos" of the Riviera season. Miss Mary Garden, a young American artist, filled the title-role as chief interpreter; the lady's success on the operatic stage of France has been as rapid as it has been deserved. The least that can be said of her is, that when a new opera is produced, M. Massenet—the foremost composer of France—can find no worthier interpreter of the principal character than Miss Garden. In 1900, the young American artist was given the creation of *Louise* one of the most popular and successful of French operas. Next *La Fille de Tabarin* of Pierre. Then some special performances of *Manon* were given, the decision of the critics being that Miss Garden's *Manon* was superior to all others seen before. In *Tellus and Melisande*, by Debussy, the young actress gained many steps towards the temple of fame; later came *La Reine Evigilante*, and not long ago, Miss Garden created *Helene* by Saint-Saens. *Cherubin* is a role quite unlike any of her others, in which for the first time she acts in tragedy, taking the part of a young man, a veritable Don Juan, whose escapades delight everyone. The music is light and full of melody.

U.S. FAR EASTERN SQUADRON.

THE PHILIPPINE QUESTION.

The Navy Department at Washington confirms the report that an American squadron has been ordered to proceed on a cruise to the south of the Philippines. It is admitted that this is not part of the normal naval programme for the Far Eastern squadron, and it is generally assumed that the *Herald* is correct in explaining the movement as having been taken at the suggestion of the State Department, in order to demonstrate the intention of the United States not to allow its territorial waters to be utilised for the advantage either of Japan or of Russia. It is not supposed that there is any actual danger of any such action by either belligerent, so that the naval measure now being taken by this country must be looked upon as one of precaution, which in similar circumstances it would be the duty of any strong Power to take.

Indeed, people here have learned with a good deal of surprise that there are at present at or near Cavite no fewer than three battleships, three armoured cruisers, several other cruisers, and quite a considerable flotilla of torpedo craft. This large force will be maintained in the Philippines as long as the war between Japan and Russia continues. If Japan should emerge victorious from that war, it is declared by level-headed statesmen and naval officers here that the United States will have to double even that large force and maintain it permanently in the Far East. This is one of the arguments used by the anti-expansionists with some effect. But a probably sixty-one American ships out of a hundred, Democrats and Republicans alike, agree with President Roosevelt that the Stars and Stripes, having once been placed over the Philippines, can never be lowered.—Globe.



TELEPHONE No. 135.

TANSAN

PER CASE OF 48 PINTS... \$6.50

PER CASE OF 100 SPLITS... 8.00

TANSAN

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

BABIES ON FIRE

With Itching, Burning, Scaly Humours

Find Instant Relief and Speedy Cure

In Cuticura Soap and Cuticura Ointment

When All Other Remedies and the Best Physicians Fail.

Instant relief and refreshing sleep for skin-affected babies, and rest for tired, fretted mothers, in warm baths with Cuticura Soap and gentle anointings with Cuticura Ointment, the great skin cure, and purest of emollients, to be followed in severe cases by mild doses of Cuticura Resolvent. This is the purest, sweetest, most speedy, permanent and economical treatment for torturing, disfiguring, itching, burning, bleeding, scaly, crusted and simply skin and scalp humours, eczemas, rashes and irritations, with loss of hair, of infants and children, as well as adults, and is sure to succeed when all other remedies and physicians fail. Millions of the world's best people now use Cuticura Soap, assisted by Cuticura Ointment, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, as well as for all the purposes of the toilet, bath and nursery. Thousands of women recommend Cuticura Soap, assisted by Cuticura Ointment, the great skin cure, for removing irritations, chafings and weaknesses, or too free or offensive perspiration, for ulcerative conditions, and for many sensitive, antiseptic purposes which readily suggest themselves.

Cuticura Resolvent is sold in the form of Chocolate Cuticura Tablets, Cuticura Ointment and Cuticura Soap are sold throughout the world. London, 2, Charterhouse Square, E.C. 3. New York, 10, Nassau Street, N.Y. 10. San Francisco, 10, California Street. Hong Kong, 12, Queen's Road Central. Sole Proprietors: Anglo-Siam Corporation, Ltd., 10, Queen's Road Central.

CARTRIDGES.

IMPORTED EVERY MONTH. THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE AND KYNOL'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 5555. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong 23th November, 1902 245

DR. NEWELL WILSON, DENTIST.

Latest American Methods. Reasonable Fees. No charge for examinations. Office hours 9 A.M. to 5 P.M. 1st FLOOR, WATKINS' BUILDINGS 31, Queen's Road Central Hongkong, 19th October, 1904.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address: Press, Codes: A.B.C., 6th Ed. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS FOR SALE.

"MIN" One Design Class R.H.K.Y.C. Winner of Championship in her Class Season 1903-04. Sails by Ratsy and Laphrore. Price \$500. Apply to—
Capt. CRICHTON,
R. A. Mess, Bowen Road,
Hongkong, 22nd March, 1905. [776]

THE ANNUAL DINNER will be held in the HONGKONG HOTEL on SATURDAY, 1st APRIL, at 8 o'clock. Members wishing to be present are requested to communicate with
R. H. CROFTON,
Hon. Secretary,
Hongkong Club, 22nd March, 1905. [778]

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH COMPANY, LIMITED.

Referring to the Notice of 29th December last, the Senders of Telegrams and hereby advised that from the 1st of April next, the charges for Telegrams will be subject to revision after three months will be collected at the rate of FORTY-TWO CENTS to equal ONE FRANC.

J. M. BECK,
Superintendent,
Hongkong, 21st March, 1905. [779]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

Referring to the Notice of 20th December, 1902, and subsequent notices, senders of telegrams are hereby advised that from 1st April next, the currency equivalent of the Franc will, subject to revision after three months, be fixed at \$0.42, at which rate the charge for all telegrams will be collected from the said date.

The following rates will consequently come into force—

To Europe ... \$2.30
To North America via Europe ... \$3.75
To California, Washington State ... \$3.75
To District of Columbia, New York State, Pennsylvania ... \$3.55
To Illinois ... \$3.50
To New York City, Ontario, Quebec, Massachusetts ... \$3.50

To Russia in Europe ... \$0.55
To Russia in Asia ... \$0.65
To Japan ... \$1.00
To Amoy ... \$0.20
To Shanghai ... \$0.45
Now complete list will be distributed as soon as it is ready. In the meantime any further information may be obtained by applying to the Company's Office.

OLAF NIELSEN,
Superintendent,
Hongkong, 22nd March, 1905. [780]

PUBLIC AUCTION.

THE Undersigned have received instructions from C. A. TOMES, Esq., to Sell by Public Auction, on MONDAY, the 27th MARCH, 1905, at 1.30 P.M., within his residence, No. 2, GOVERNMENT HILL, The Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED, comprising—

SILK TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD OVENMANTLES with REVELED GLASS, CANTON BLACKWOOD WARE, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, BRUSSELS and TIENTIN CARPETS and RUGS, SHANGHAI CURTAINS, BRASS BEDSTEADS with WIRE and HAIR MATTRESSES, PICTURES, TEAKWOOD WARDROBES with REVELED GLASS, MARBLE TOP BUREAU with REVELED GLASS, MARBLE TOP WASHSTANDS, MARBLE BATH TUBS, &c., &c., &c.

Also One AMERICAN MARBLE REFRIGERATOR, And One COTTAGE PIANO by M. F. Rachels & Co., Hamburg, (in Good Order and Condition). Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 22nd March, 1905. [781]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on TUESDAY, the 28th MARCH, 1905, commencing at 2.45 P.M., at No. 17, REMOUE ROAD, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, comprising—

HATSTAND with REVELED MIRROR, MARBLE TOP SIDEBOARD with MIRROR, DINNER WAGON, EXTENSION DINING TABLE, LEATHER COVERED DINING CHAIRS, COVERED MANTLES, DINNER SET, CARPETS, and PICTURES, &c., &c., &c.

BRASS MOUNTED IRON BEDSTEADS, MARBLE TOP BUREAU with REVELED MIRROR, MARBLE TOP WASHSTAND with TILED BACK, TOILET SETS, WARDROBES, &c., &c., &c.

AMERICAN ICE CHEST and PANTRY REQUISITES, BATHROOM and KITCHEN REQUISITES; And A Few Pieces of FINELY CARVED CANTON BLACKWOOD WARE; Also One RAMBLER BICYCLE in good condition.

TERMS:—As Customary.
On View from Monday, the 27th March, 1905.
GEO. F. LAMBERT,
Auctioneer,
Hongkong, 22nd March, 1905. [782]

NEW ADVERTISEMENTS

WANTED.

A FIRST-CLASS HOUSE BOY. Apply—
24, Cars of Daily Press Office,
Hongkong, 22nd March, 1905. [775]

TO LET.

FURNISHED, THE CASTLE. For particulars, apply to—
GEO. K. HALL-BRUTON,
39 & 41, Des Vaux Road,
Hongkong, 22nd March, 1905. [777]

INTIMATIONS.

THEATRE ROYAL CITY HALL.

THE DALLAS-BANDMANN OPERA CO.

LAST 4 NIGHTS! LAST 4 NIGHTS!!

TO-NIGHT! TO-NIGHT!
WEDNESDAY, MARCH 22nd.
"THE DUCHESS OF DANTZIC."
CATHERINE UPSCHER: Mrs. HENRY DALLAS
NAPOLEON I.: Mr. HENRY DALLAS
BY SPECIAL REQUEST.

THURSDAY, MARCH 23rd.
"A COUNTRY GIRL."
FRIDAY, MARCH 24th.
"THE GINGALEE."
SATURDAY, MARCH 25th.
"THE ORCHID."

Doors open 8.30. Commence 9 P.M.
Plan at ROBINSON PIANO CO., LD.
Prices as usual.
Late Train 15 minutes after the Performance.
FRED. C. GARTON, Business Manager,
Hongkong, 22nd March, 1905. [762]

Under the Patronage of H.E. the GOVERNOR.

CITY HALL.

IMPORTANT NOTICE.

MR. EDWARD BRANSCOMBE'S WESTMINSTER GLEE & CONCERT PARTY from London.

FOUR CONCERTS ONLY.

FRIDAY, 24th MARCH, AND MONDAY, 3rd APRIL.

TUESDAY, 4th APRIL, AND THURSDAY, 6th APRIL.

A Unique Programme
GLEES, MADRIGALS, CATCHES, NATIONAL BALLADS,
ENGLAND, IRELAND, SCOTLAND AND WALES.
HUMOROUS MUSICAL SKETCHES,
FOUR BOY SOLO SOPRANOS,
LONDON CATHEDRAL CHORISTERS.

Box Office Robinson Piano Co.
Prices \$3, 2 & 1. Concert 9-11 P.M.
Hongkong, 14th March, 1905. [694]

HONGKONG CHESS CLUB.

A KNOCK-OUT HANDICAP TOURNAMENT is to be held. Entries, which must be accompanied by \$1 Entrance Fee, Close to the undersigned on the 31st March.

THOMAS SWABY,
Hon. Secretary,
Care of Daily Press Office,
Hongkong, 18th March, 1905. [747]

NOTICE.

THE SEVENTH DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Club \$100 each, was held in the Hongkong Club House, on SATURDAY, the 18th inst., when the following Debentures were drawn for redemption—

46 435 787 1117 1562
87 451 809 1124 1642
104 478 849 1161 1683
202 523 954 1223 1792
304 543 983 1236 1831
324 646 983 1269 1834
355 662 912 1279 1868
365 668 929 1353 1893
375 679 931 1394 1924
389 691 980 1419 1928
396 763 1016 1424 1928
401 716 1027 1551 1937
403 719 1084 1569 1937

and will be payable at the Hongkong and Shanghai Banking Corporation on the 31st day of March, 1905, in exchange for surrender of same.

By Order, C. H. GRACE,
Secretary,
Hongkong, 20th March, 1905. [757]

WANTED.

A N ASSISTANT. Apply to—
ROBINSON PIANO CO., LD.
Hongkong, 8th March, 1905. [646]

SHORTHAND.

PRIVATE LESSONS given in Pitman's Shorthand. Terms moderate. Apply by letter to—
"J. W."
P. O. Box 143,
Hongkong, 10th January, 1905. [1200]

AGENT wanted to secure indent orders for a first class London firm of Cork Import and Export Merchants. Goods guaranteed equal to sample, of good value and open to any competition. Liberal commission offered to suitable representative. Apply—G. WATSON & Co., 75, Mark Lane, London, England, E.C. [763]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady. B. B.
Care of Office of this Paper.
Hongkong, 16th May, 1903. [49]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER IN BANKRUPTCY, to Sell by Public Auction, TO-DAY (WEDNESDAY), the 22nd MARCH, 1905, at 11 A.M., at Hor Tick's Godowns, West Point, The following Merchandise—

No. 1 Godown—573 Pieces COPPER, 350 Bags RANGOON BEANS, 111 Bags COW'S HIDE GLUE, 250 Bags BROWN SUGAR CANDY, 250 Bags DARK BROWN SUGAR.

No. 2 Godown—5 Bags BLACK PEPPER, No. 6 Godown—7,200 SMALL WOOD STICKS.

No. 7 Godown—587 Bags STARCH FLOUR, 64 Bags RANGOON BEANS, 52 Bags COW'S HIDE GLUE.

No. 8 Godown—8 Bags BLACK PEPPER, 89 Bags GROUND NUT (no Skin), 71 Baskets BLACK JAVA SUGAR, 194 Bags RANGOON WHEATS.

No. 9 Godown—174 Bags BLACK PEPPER, 222 Bags GROUND NUT (with Skin), No. 10 Godown—1,327 Bags GROUND NUT, 30 Bales TOBACCO LEAVES, 36 Bags CHINESE MEDICINES, 223 Bags LIGHT BROWN SUGAR CANDY, 67 Bags GLUTINOUS RICE.

No. 11 Godown—327 Bags SUGAR CANDY. TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 17th March, 1905. [737]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-DAY (WEDNESDAY), the 22nd MARCH, 1905, at 12 o'clock NOON, at the Godowns of the Chinese Engineering and Mining Co., Yauwatt, (FOR ACCOUNT OF THE CONGRESSION), About 1,200 Tons MOJI LUMP COAL in Lots of 100 Tons.

GEO. P. LAMBERT,
Auctioneer,
Hongkong, 17th March, 1905. [738]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-DAY (WEDNESDAY), the 22nd MARCH, 1905, commencing at 2.45 P.M., at No. 13, KRUISEBOORD L'ERACE, Kowloon, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).

TERMS:—As Customary.
On View from Tuesday, the 21st March, 1905.
GEO. P. LAMBERT,
Auctioneer,
Hongkong, 16th March, 1904. [720]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS No. 71.

REMOVAL WORK AT CANTON RIVER BARRIERS: PRECAUTIONS TO BE OBSERVED BY PASSING VESSELS.

Referring to Notice to Mariners No. 67, Notice is hereby given that the signals contained therein are annulled and that in future Warning and Danger signals in connection with removal work at the Barriers will be made as follows—

A RED FLAG hoisted on a junk, steam launch or other craft in the neighbourhood of the Iron and Bridge Barriers, indicates a craft with high explosives on board.

TWO BLACK SPIRITERS hoisted on a junk in the vicinity of any of the Barriers, indicates that danger would be caused to life and property by the wash of steamers.

This signal will be hoisted when a diver is down, when explosives are laid, or when a junk is so fast to the bottom or to piles, as to render the wash of a steamer dangerous.

Vessels approaching the Barriers should keep a careful look-out for this signal, and, if hoisted, slow down at a sufficient distance to prevent her wash reaching the boat at work, and proceed slowly until well past.

If owing to any reason it is unsafe for a vessel to pass the Iron Barrier, a RED TRIANGULAR SHAPE 5 feet in height, will be hoisted on a staff at the Barrier light.

A vessel seeing this signal should on no account attempt to pass.

J. HOWELL MAY,
Harbour Master.

Approved, F. J. MATTERS,
Acting Commissioner of Customs.
Canton House,
Canton, 15th March, 1905. [756]

GEO. FENWICK & CO., LD.

ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially Caterers for Ship and Engine Repairing. The Works may be reached in 10 minutes from Blake Pier by Electric or Electric Tram.

Launches will call alongside vessels in the harbour flying the Call Flag E.
Telephone 142.
Hongkong, 2nd January, 1905. [31]

MITSU BISHI DOOKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I. A.B.C., Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI). Extreme Length... 523 feet. Length on Blocks... 513 " Width of Entrance on Top... 89 " Width of Entrance on Bottom... 77 " Water on Blocks at Spring Tide 26 " DOCK No. 2 (at MUKAIJIMA). Extreme Length... 371 feet. Length on Blocks... 350 " Width of Entrance on Top... 68 " Width of Entrance on Bottom... 53 " Water on Blocks at Spring Tide 22 " PATENT SLIP (at KOSUGI). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [73]

PUBLIC COMPANIES

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, TOWERS & MORROW (THURSDAY), the 23rd March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd March, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Hongkong, 6th March, 1905. [620]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, TOWERS & MORROW (THURSDAY), the 23rd March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd March, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Hongkong, 6th March, 1905. [619]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Victoria, Hongkong, on FRIDAY, the Thirtieth day of March, 1905, at Noon, when the Subjuncted Resolution which was passed at the Extraordinary General Meeting of the Company held on the 11th March, 1905, will be submitted for confirmation as a Special Resolution—

"That Article X of the Company's Articles of Association and its marginal notes be and the same are hereby cancelled and that there be substituted therefor the following Article and marginal notes namely

Power to X. The Company in General Meeting may from time to time increase the capital by the creation of new shares of such amount as may be deemed expedient.

The new shares shall be issued upon such terms and conditions and with such rights and privileges annexed thereto as the General Meeting resolving upon the creation thereof shall direct and if no direction be given as the Directors shall determine.

Subject to any direction to the contrary that may be given by the Meeting that sanctions the increase of capital all new shares shall be offered to the parties who on a date to be named by the Meeting shall be members in proportion to the existing shares held by them and such offer shall be made by notice specifying the number of shares to which the Member is entitled and limiting a time within which the offer if not accepted will be deemed to be declined and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the shares offered the Directors may dispose of the same in such manner as they think most beneficial to the Company.

Except so far as is otherwise provided by the conditions of issue or by these presents any capital raised by the creation of new shares shall be considered part of the original ordinary capital and shall be subject to the provisions herein contained with reference to the payment of calls and instalments transfer and transmission for future lien and otherwise."

By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager,
Hongkong, 15th March, 1905. [706]

WATKINS LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the COMPANY'S OFFICE No. 31, Queen's Road Central, on FRIDAY, the 31st March, 1905, at Noon, for the purpose of receiving the Report of the General Managers with a Statement of Accounts to 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st March, both days inclusive.

CHAN A. FOOK,
G. A. WATKINS,
General Managers,
Hongkong, 14th March, 1905. [705]

CAMPBELL MOORE & CO., LD.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 29, Queen's Road Central, on FRIDAY, the 31st March, 1905, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 31st March, both days inclusive.

By Order, M. A. A. SOUZA,
Secretary,
Hongkong, 15th March, 1905. [71]

BOARD AND RESIDENCE

"TANG YUEN" BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation. Apply—
MANAGERESS,
Macdonnell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1905. [51]

FIRST-CLASS BOARD AND RESIDENCE

"ST. GEORGE'S HOUSE,"
2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbor.

For terms, apply to—
Mrs. G. SACHSE,
"St. George's House,"
Hongkong, 17th March, 1905. [70]

PENSION FRANCAISE AND RESTAURANT.

49, POTTINGER STREET.
TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK. Terms, \$3.50 per day. Reduced Terms for an Extended Stay. Hongkong, 13th January, 1905. [23]

BOARD AND RESIDENCE.

BOARD AND RESIDENCE with Family every Comfort.

E. T.,
Care of Daily Press Office,
Hongkong, 17th March, 1905. [730]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD,
Hongkong, 19th March, 1904. [761]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,
2, Pedders Hill,
Hongkong, 1st January, 1905.

PURE FRESH WATER.

THE HONGKONG STEAM WATERBOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Connaught Road,
Hongkong, 13th June, 1903.

THE DIRECTORY AND CHRONICLE FOR 1905 IS NOW READY.

Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000
RESERVE FUND ... \$10,000,000
STEELING RESERVE ... \$10,000,000
SILVER RESERVE ... 8,000,000
RESERVE LIABILITY OF PROFTORS \$10,000,000

COURT OF DIRECTORS.
H. E. TOMKINS, Esq.—Chairman.
H. W. STADE, Esq.—Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson,
A. Hann, Esq.
G. A. Medhurst, Esq.
A. J. Raymond, Esq.
H. Schubar, Esq.
E. Schellin, Esq.
N. A. Siebs, Esq.
Hon. R. Sheehan

CHIEF MANAGER
Hongkong—J. R. M. SMITH
MANAGER
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTRY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per annum on the daily balance.
On FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months 3 1/2 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th March, 1905. [32]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 592,500
RESERVE FUND ... 90,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.
On FIXED DEPOSITS:
For 12 months ... 4 1/2 %
" 6 " ... 3 1/2 %
" 3 " ... 3 %
" 1 " ... 2 1/2 %
J. R. M. SMITH,
Chief Manager.

SHIPPING.

ARRIVALS.

BAIRDIDGE, U.S. torpedo, Woodward, 21st March.—Manila 18th March.
 BARRY, U.S. torpedo, Irwin, 21st March.—Manila 18th March.
 CHAUDRON, U.S. torpedo, Jessop, 21st March.—Manila 18th March.
 DALE, U.S. torpedo, Gernell, 21st March.—Manila 18th March.
 DECATUR, U.S. torpedo, Knox, 21st March.—Manila 18th March.
 DR. H. J. KAZAK, Norw. str., 691, Larsen, 20th March.—Haiphong and Hanoi 19th Mar.
 General.—A. J. M. Mary.
 FENAY LODGE, British str., 2075, J. Neumann, 21st March.—Bury via Durban 12th Jan.
 Coal.—Doddwell & Co.
 GENERAL ALAYA, U.S. transport, Whitten, 21st March.—Manila 18th March.
 KAMOR, Norwegian str., 979, S. Falek Muns, 21st Mar.—Amoy 20th March.—A. Burne.
 KANAU, British str., 132, W. Biddle, 21st March.—Fuzhou 12th March and Chiofo 16th (General).—Doddwell & Co.
 KWASOLEK, Chinese str., 21st March, from Canton.
 NINGPO, British str., 1223, Ely, 21st March.—Chinkiang 18th March, General.—Butterfield & Swire.
 OSCAR II., Norwegian str., 2409, R. Olsen, 20th Mar.—Kulchindia 15th Mar., Coal.—N. B. Krishna.
 QUANTA, German str., 1825, H. Madson, 21st March.—Baratua 15th March, Coal.—Sander, Wierler & Co.
 RUBY, British str., 1411, A. H. Notley, 20th March.—Manila 18th March, General.—Shewan, Tomes & Co.
 TROMACHUR, British str., 1340, Jas. Williams, 20th March.—Saigon 16th March, Rice.—Chingma.
 WINCKHUIS, U.S. flag-ship, Clover, 21st March.—Manila 18th March.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

Belgian King, British str., for Kola.
 Kangra, British str., for Canton.
 Minnesota, American str., for Shanghai.
 Signal, German str., for Swatow.

DEPARTURES.

HINSHAW, British str., for Yokohama, 21st March.
 AMHERSTER, British cruiser, for home.
 ANDROMEDA, British cruiser, for Mrs Bay.
 CARL DIEDERICHSEN, Ger. str., for Hoihow.
 CENTURION, British battleship, for Mrs Bay.
 DAGRID, Norwegian str., for K. Saabo.
 FENAY LODGE, British str., for K. Saabo.
 GERMANIA, German str., for Tournay.
 HANMUN, British str., for Swatow.
 HANGSANG, British str., for Canton.
 HELLAS, German str., for Shanghai.
 JACOB DIEDERICHSEN, Ger. str., for Hoihow.
 NORMAND ISLES, Norw. str., for Nagasaki.
 OCEAN, British battleship, for Mrs Bay.
 OCEAN K., French str., for Europe.
 PHRANASO, German str., for Bangkok.
 RHEINLAND, German str., for Hamburg.
 SLAVONIA, German str., for Shanghai.
 TEAN, British str., for Manila.
 TONKIN, French str., for Shanghai.

SHIPPING REPORTS.

The German str. Quanta reports: Rainy weather and strong N.E. monsoon.
 The British str. Ningpo reports: Moderate N.E. monsoon and continuous rain.
 The British str. Ruby reports: Light variable winds and moderate northerly swell to within 40 miles of Hongkong; thence fresh N.E. wind and heavy rain.
 The British str. Kangra reports: First part Gulf of Pechei fresh N.W. to N. gale. From Chiofo light to mod rate N.E. winds, overcast and rainy weather, smooth sea.

VESSELS PASSED ANIER.

March 2, Dutch str. van der Putte, Jan. 21, from Rotterdam for Batavia.
 March 3, German str. Maydberg, Probu.
 March 1, from Tientsin for Batavia.
 March 6, Dutch str. Jan, Vissor, Jan. 29, from Amsterdam for Batavia.

VESSELS IN DOCK.

ABERDEEN DOCK.—Katherine Park.
 KOWLOON DOCK.—Schroeder, Liscau-Chingta, U.S.S. Collo, Westminster Bridge, H.M.S. Whiting, Onang, Sunghang, Lidan, U.S.S. Oregon.
 COSMOPOLITAN DOCK.—Loogangang.

VESSELS ON THE BERTH

SHEWAN, TOMES & COMPANY.

FOR KOBE.
 "HUGIN," will be despatched for the above port TO-DAY, the 22nd inst., at 4 P.M.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.
 Hongkong, 15th March, 1905. 733



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE," Captain D. Mistrorigo, will leave for the above places TO-MORROW, the 23rd inst., P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Princes' Building, Hongkong, 18th March, 1905. 73

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAO, KARADUTU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

THE Company's Steamship

"BORNEO," Captain E. Mable, will leave for the above ports TO-MORROW, the 23rd inst., at 9 A.M.

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents, Hongkong, 21st March, 1905. 709

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	—	C. H. Burch	SHEWAN, TOMES & CO.	On 25th inst.
LONDON & ANTWERP	MALFA	Brit. str.	—	R. A. Peters	GIBB, LIVINGSTON & CO.	On 25th inst., at Noon.
LONDON & ANTWERP	BENGLOE	Brit. str.	—	G. W. Babat, R.N.R.	P. & O. S. N. Co.	On 27th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MALACCA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 29th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON & ANTWERP	MACHIN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th April.
AMSTERDAM, LONDON & ANTWERP	ACAMENON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th April.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th April.
AMSTERDAM, LONDON & ANTWERP	PINGUARY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th April.
MARSEILLES, &c., VIA PORTS OF CALL.	TORANE	French str.	—	Girard	MESSENGER MARITIME	On 25th April, at 1 P.M.
BREMEN, VIA PORTS OF CALL	P. H. LUTPOLD	Ger. str.	—	H. Kierchner	HAMBURG-AMERIKA LINE	On 24th inst., at Noon.
HAYRE & HAMBURG	SCANDIA	Ger. str.	k. w.	C. Dahm	HAMBURG-AMERIKA LINE	On 23rd inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINE	On 4th April.
HAYRE & HAMBURG	SILEZIA	Ger. str.	k. w.	Madson	HAMBURG-AMERIKA LINE	On 16th April.
HAYRE & HAMBURG	SLAVONIA	Ger. str.	k. w.	Schoenfeldt	HAMBURG-AMERIKA LINE	On 2nd May.
HAYRE & HAMBURG	SENGAMBIA	Ger. str.	k. w.	Jaburg	HAMBURG-AMERIKA LINE	On 16th May.
GENOA, MARSEILLES & LIVERPOOL	ALCINOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th April.
TRIESTE, &c., VIA SINGAPORE, &c.	LANES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
NEW YORK, VIA PORTS & SUEZ CANAL	M. BACQUEHEM	Aus. str.	—	Rasselsch	DOODWELL & CO. LD.	On 28th inst., P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	ST. PHILANS	Brit. str.	—	Nicholas	STANDARD OIL CO.	About 24th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	SHUYKILL	Brit. str.	—	Barnett	STANDARD OIL CO.	Quick despatch.
NEW YORK, VIA PORTS & SUEZ CANAL	HODGSON	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	About 23rd April.
NEW YORK, VIA SUEZ	EMPEROR OF CHINA	Brit. str.	2 m.	F. G. Parington	CANADIAN PACIFIC R. CO.	On 25th May.
VANCOUVER, VIA SHANGHAI, &c.	TACTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 25th April.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PELADES	Am. str.	—	—	DOODWELL & CO. LIMITED.	On 30th inst.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	TRIEMACHUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th April.
SEATTLE, VIA SHANGHAI & JAPAN	MINNESOTA	Am. str.	—	J. H. Rinder	PORTLAND & ASIATIC S.S. CO.	To-day, at Noon.
PORTLAND, OREGON	NICOMEDIA	Brit. str.	—	Wagner	GIBB, LIVINGSTON & CO.	On 31st inst., at Daylight.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	McArthur	BUTTERFIELD & SWIRE	On 8th April, at Noon.
KOBE	CHINGTU	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 8th April.
KOBE	CHINGTU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
KOBE	CHINGTU	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 27th inst., at 4 P.M.
KOBE	CHINGTU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
KOBE	CHINGTU	Brit. str.	1 m.	—	SANDER, WIELER & CO.	To-morrow, P.M.
KOBE	CHINGTU	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 24th inst.
KOBE	CHINGTU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
KOBE	CHINGTU	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 28th inst., at Daylight.
KOBE	CHINGTU	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 26th inst., at Daylight.
KOBE	CHINGTU	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 2nd April, at Daylight.
KOBE	CHINGTU	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 24th inst., at 4 P.M.
KOBE	CHINGTU	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 24th inst., at 4 P.M.
KOBE	CHINGTU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst.
KOBE	CHINGTU	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 1st April, at 10 A.M.
KOBE	CHINGTU	Brit. str.	1 m.	—	DOODWELL & CO. LD.	About 18th April.
KOBE	CHINGTU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
KOBE	CHINGTU	Brit. str.	1 m.	—	MELCHERS & CO.	To-morrow, at 9 A.M.
KOBE	CHINGTU	Brit. str.	1 m.	—	JAYA-CHINA-JAPAN LINE	Quick despatch.
KOBE	CHINGTU	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
KOBE	CHINGTU	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 24th inst., at 3 P.M.
KOBE	CHINGTU	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 25th inst., at 3 P.M.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 26th Mar., at Daylight.
FOOCHOW, VIA SWATOW AND AMOY	H. A. HARALDSEN	WEDNESDAY, 29th Mar., at Daylight.
TAMSUI, VIA SWATOW AND AMOY	"TRIUMPH"	Mar., at Daylight.
TAMSUI, VIA SWATOW AND AMOY	A. HANSEN	SUNDAY, 2nd April, at Daylight.
TAMSUI, VIA SWATOW AND AMOY	C. OLSEN	at Daylight.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, London, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea & Baltic Ports, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS	PROPOSED SAILINGS	RAILWAY DATES	Freight & Passengers
SCANDIA	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 29th Mar.	Freight & Passengers.
SUEVIA	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 4th April.	Freight & Passengers.
SILEZIA	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 16th April.	Freight & Passengers.
SLAVONIA	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 2nd May.	Freight & Passengers.
SEGOVIA	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 16th May.	Freight & Passengers.
SENGAMBIA	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 30th May.	Freight & Passengers.
NUBIA	NEW YORK VIA SUEZ (Calling at Singapore, Penang and Colombo)	On 25th May.	Freight & Passengers.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

GREAT NORTHERN STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE
 NORTHERN PACIFIC AND GREAT NORTHERN RAILWAY
 OF UNITED STATES, AMERICA.

FOR SEATTLE.

VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Magnificent New Twin-screw Steamship

"MINNESOTA."

Tons 30,715 Gross Reg. Capacity 23,000 Tons.

(J. H. RINDER, COMMANDER), Will sail on or about

WEDNESDAY, 22ND MARCH, AT NOON.

Conveying FREIGHT at through rates to INTERIOR POINTS U.S.A., NEW YORK AND CANADA; also PASSENGERS to the UNITED STATES, EUROPE, &c.

This Steamer is luxuriously fitted with spacious SUITES and STATE ROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE and Valuable Cargo. PARCELS carried at low rates to all points of U.S.A. in connection with the Northern Pacific and Great Northern Express Companies.

For FREIGHT or PASSAGE, apply to GEO. SUTHERLAND, GENERAL TRAFFIC MANAGER, NIPPON YUSEN KAISHA, AGENTS, Hongkong, 21st March, 1905. 589

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	A. H. Notley	Manila via Amoy.	Fri., 24th Mar., 4 P.M.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 1st April, 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 20th March, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
PRINZ REGENT LUITPOLD	WEDNESDAY 29th March
PRINZ HEINRICH	WEDNESDAY 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 26th April
PREUSSEN	WEDNESDAY 10th May
ROON	WEDNESDAY 24th May
BAYERN	WEDNESDAY 7th June
ZEPHYR	WEDNESDAY 21st June
ONISENAU	WEDNESDAY 5th July
SACHSEN	WEDNESDAY 19th July
SCHARNHORST	WEDNESDAY 2nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 30th August

ON WEDNESDAY, 29th day of the MARCH, 1905, at Noon, the Steamship "PRINZ REGENT LUITPOLD," Captain H. Kierchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 27th March. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 28th March, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 28th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 17th March, 1905.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	SILMA	About 24th March	Freight and Passage.
LONDON, &c.	F. E. Summers	March	Freight and Passage.
LONDON, &c.	MALTA	Noon, 25th March	See Special Advertisement.
LONDON & ANTWERP	R. A. Peters	March	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	MALACCA	About 29th March	Freight and Passage.
	G. W. Babat, R.N.R.	March	Freight and Passage.

For further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 17th March, 1905.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, BOYT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"MALTA," Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this Port for Bombay on SATURDAY, the 25th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Marmora," 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 6th May, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, 13th March, 1905. 74

STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1905.

"ST. PHILANS" ... 24th Mar.

"LOWTHER CASTLE" ... 18th April.

For Freight and further information, apply to DODWELL & CO. LD., Agents.

Hongkong, 23rd February, 1905. 7339

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP. THE Company's Steamship

"MERIONETHSHIRE," Captain C. H. Burch, will be despatched for the above ports on SATURDAY, the 25th inst.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND HONOLULU PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"KAISOW"	On 23rd March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 28th March.
GLASGOW and LIVERPOOL	"JASON"	On 1st April.
GLASGOW and LIVERPOOL	"LAERTES"	On 8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 15th April.
GLASGOW and LIVERPOOL	"CHINGWO"	On 22nd April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 29th April.
GLASGOW and LIVERPOOL	"DIOMEDES"	On 6th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 13th May.
GLASGOW and LIVERPOOL	"DEUCALION"	On 20th May.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 23rd March.
AMSTERDAM, LONDON and ANTWERP	"MACHON"	On 11th April.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"AGAMEMNON"	On 25th April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 3rd May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"PINGSUET"	On 23rd May.

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA.	"TELEMACHUS"	On 20th April.

For freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th March, 1905.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
KOBE	"CHINGTU"	On 23rd March.
CEBU and ILOILO	"SUNGKIANG"	On 28th March.
MANILA	"TAMING"	On 28th March.
SHANGHAI	"NINGPO"	On 28th March.
CHEFOO and TIENTSIN	"KANSHU"	On 28th March.
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 8th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

(11)

Hongkong, 20th March, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 29th Mar.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 19th April.
R.M.S. "TARTAR"	4,250 Tons	WEDNESDAY, 26th April.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN"	5,882 Tons	WEDNESDAY, 24th May.

Hongkong to London, 1st Class, via St. Lawrence 280, via New York 262. Intermediate on Steamers, 240. and 1st Class Rail, 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent.

9, Leadenhall Street.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
NICOMEDIA	4,370	Wagner	March 31st, 1905.
NUMANIA	4,370	Brakner	April 20th, 1905.
ARABIA	4,433	Bahle	May 11th, 1905.
ARAGONIA	5,198	Schmidt	May 30th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 15th March, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED) SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FROM	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Thursday, 23rd Mar., 3 P.M.
SINGAPORE	"HOESANG"	Friday, 24th Mar., 3 P.M.
MANILA	"LOONGSANG"	Friday, 24th Mar., 4 P.M.
TIENTSIN	"ESANG"	Monday, 27th Mar., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 28th Mar., 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

Hongkong, 20th March, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing	Date
PLEIADIS	3,753	F. G. Furlington	Thursday	March 30th
SHAWMUT	3,808	E. V. Roberts	Thursday	April 13th
TREMONT	3,808	T. W. Garlick	Friday	April 21st
LYRA	4,417	G. V. Williams	Monday	May 15th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT 3,808 tons. T. W. Garlick About 12th April.
S.S. LYRA 4,417 tons. G. V. Williams About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw S.S. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED.

QUEEN'S BUILDINGS.

Hongkong, 11th March, 1905.

GENERAL AGENTS.

(7)

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of April	JAVA PORTS	First half of April
TJILATJAP	JAVA	First half of April	JAPAN via SHANGHAI	First half of April
TJIMAH	JAVA	First half of April	JAPAN via SHANGHAI	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor.

Hongkong, 20th March, 1905.

Telephone No. 375.

(16)

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Callington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "KIBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKH"	Captain J. Rowley.
S.S. "INKULA"	Captain D. Doo.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO.,

AGENTS.

(19)

Hongkong, 10th February, 1905.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR COAST.

THE Steamship

"SCHUYLKILL,"

Captain Nicholson, due here on April 1st, will have prompt despatch as above.

She will be followed by the S.S. "HUDSON," Captain Barnett, sailing hence on or about April 23rd.

For Freight & further information, apply to

STANDARD OIL COMPANY OF NEW YORK,

Oriental Freight Department, 4, Des Voeux Road, Central.

Hongkong, 3rd March, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the above ports on SATURDAY, the 8th April, at noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.

Hongkong, 16th March, 1905.

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan. Hongkong, 4th August, 1904.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—Standard Oil Co.

A. G. ROSES, American ship, D. H. Rivers—Standard Oil Co.

NOTICE TO CONSIGNEES BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADIS,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.

Hongkong, 15th March, 1905.

OCEAN STEAMSHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OANFA,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 23rd inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwritten on or before the 25th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 17th March, 1905.

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SLAYONI,"

Captain Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwritten and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day, the 19th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 18th March, 1905.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND PORTS.

THE Baseline Line Steamship

"BEIRA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. To-day, the 18th inst.

Goods not cleared before the 25th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 25th inst., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 18th March, 1905.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 22nd inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.,**

General Managers.

Hongkong, 20th March, 1905.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. Douro and Sina, from Havre ex S.S. Douro, in connection with above steamer are hereby informed that their Goods, with the exception of Opium,

